

FOR GOOD ROADS

MEETING IN OKLAHOMA CITY
OCTOBER 28TH AND 29TH

WILL BE AN INTER-TERRITORIAL AFFAIR

An Organization to be Formed—
Many Persons of Note to be Present—Secretary Wilson Expected—
Reduced Rates On All Railroads

OKLAHOMA CITY: October 28th and 29th a good roads meeting, under the supervision of W. H. Moore, president of the national association, will be held in this city. This is to be a twin territory convention and all cities and towns are not only invited, but are expected to send delegations to these meetings. Much interest is being taken, and a large attendance is looked for. All railroads anywhere in the territories will give a one-fare rate, plus twenty-five cents, for this occasion.

At this convention will be many men of prominence, including the following:

James Wilson, secretary of agriculture; United States Senator Latimer of South Carolina, father of the good roads bill now in congress; Bryan Snyder, Messrs. Davidson, Purden, Schuiten and Strain of the Frisco Railroad company; President Ripley and Mr. Nicholson of the Santa Fe, President Winchell of the Rock I I and and Vice President Allen of the Katy, Managing Editor Johns of the St. Louis Post-Dispatch, Hon. Martin Dodge, director of public roads inquiries under the secretary of agriculture; M. O. Eldridge, first assistant to Mr. Dodge; R. W. Richardson, national secretary of the Good Roads association and the government locator of roads; W. H. Moore of St. Louis, president of the National Good Roads association; W. R. Golt, expert drainage engineer with the Good Roads association; Governor Ferguson, Secretary Grimes and Secretary Thoturn.

This is one of the sixty-three good roads conventions to be held along the Frisco system. There were four hundred applications for such conventions after the Frisco's intentions became known, but it was impossible to hold but sixty-three, and Oklahoma and Indian Territory is given one of these. Mr. Moore is personally making all the arrangements, leaving the details to the commercial clubs of the various places. This organization convention is to be followed next spring with an annual convention, according to the present plan.

In addition to the gentlemen named, each one of whom will address the convention along a special line of the good road work, an invitation is extended to the mayors and city councils of all cities in the two territories, the county officials, all road overseers and other highway officers, the superintendents of public instruction of the territories and all teachers in the public schools, the heads of the educational institutions, whether state or denominational; and, above all, a special invitation to each and every farmer.

The pending good roads bill in congress will be reported favorably. It is known as the Brownlow-Latimer bill, and provides for a government appropriation of \$24,000,000 for good roads. Should this bill become law, Oklahoma alone would secure \$240,000. The provisions of the bill call for a like amount to be put up by the territory or state receiving government aid—dollar for dollar. The money will be distributed through the national director of roads, through a state director, and down through the counties and townships.

It is stated that in Oklahoma the macadamized road will be but thirty-four feet in width, instead of sixty, thus allowing several acres of land to revert to each farm adjoining a public highway. The macadamized portion of the road will be built ten to twelve feet wide. Mr. Moore states there is a chemical treatment of sand, which can be used in Oklahoma, and that by this method roads can be built in this territory for \$350 per mile. Prior to the Oklahoma City convention an expert engineer will investigate the gumbo, rock and sand deposits of the territory to be able to give a practical suggestion of the best native material for use in building roads. All railroads have offered to transport material for good roads at less than the cost.

An interesting feature of the convention will be the stereopticon lecture by M. O. Eldridge, a student to Martin Dodge, the director of public roads inquiries for the government. He has traveled throughout Europe, Asia, Africa and obtained good roads data for this lecture, and illustrates the road building of all countries with the stereopticon.

An hour will be given to a question box, and this will likely be conducted by Secretary William Grimes, in order to bring out practical suggestions relative to road building in Oklahoma.

Within six weeks following the convention at Oklahoma City a mile of road will be macadamized—a perfect road—will be constructed at Chandler by the national association. The government furnishes the machinery and experts, while the locality must furnish the material, men and teams. If the application is made at the Oklahoma City convention in all probability other localities may secure this same method of having an object lesson mile-road built. As a rule, a rough piece of road is selected, in order to give the best results and make the most lasting impression.

CHESSIE MCINTOSH WINS

Is Elected Last Tribal School Superintendent of the Creeks

OKMULGEE: The only contest for an office at the hands of the Creek nation to come up this year was disposed of when Chessie McIntosh was elected superintendent of schools of the nation for the time remaining before tribal relations are dissolved. There were three candidates in the field. Mr. McIntosh was elected superintendent of schools of the nation for the time remaining before tribal relations are dissolved. There were three candidates in the field—Mr. McIntosh, Benjamin Johnson-Tiger, Mr. McIntosh received sixty-nine votes, against twenty-three for Marshall and sixteen for Tiger. Mr. McIntosh has been the incumbent of the office for the past two years.

Elections in the Creek council are not made by ballot, but by a rising vote. The clerk counts the votes and the interpreter reads the result to the house in both Creek and English.

A strange feature in connection with Mr. McIntosh's candidacy is that while a native Creek he cannot speak the language, and makes all his addresses to the council through an interpreter. He left his native country when very young, and was raised among the white people of the south.

Consistency is said to be a jewel; yet paste diamonds are not jewels, although paste is noted for its consistency.

A man's wife may lay down the law to her husband, but she is always willing to let him lay down the carpets.

Any man who has a poor memory for debts has a good memory for faces.

WORLD'S MARKET

Cotton.
GALVESTON SPOTS.
Ordinary 7 3/4 Middling 10
Good Ordinary 8 1/4 Good Middling 10 1/4
Low Middling 9 1/2 Middling fair 10 1/2

NEW ORLEANS SPOTS.
Ordinary 7 1/4 Middling 10
Good Ordinary 8 1/4 Good Middling 10 1/4
Low Middling 9 1/2 Middling fair 10 1/2

Grain.
KANSAS CITY.
WHEAT.

No. 2 red 1 10 1 13
No. 2 hard 1 02 1 09

CORN.
No. 2 mixed 48 —
No. 2 white 50 1/2 —

OATS.
No. 2 30 1/2 31

CHICAGO.
WHEAT.

No. 2 red — 1 17
No. 3 red 1 10 1 13
No. 2 hard 1 13 1 15

CORN.
No. 2 — 54 1/2 54
No. 2 white — 54 1/2 54
No. 2 yellow — — —

OATS.
No. 2 — 31
No. 2 white — 30 31

Live Stock
KANSAS CITY.

CATTLE.

Steers—best 5 — @ 5 20
—fair to good 4 — @ 5 —
Western fed steers 4 — @ 5 50
Stockers and feeders 2 20 @ 4 25
Southern steers 2 10 @ 3 50
Western cows 1 50 @ 3 50
Native cows 1 50 @ 3 50
Native heifers 2 50 @ 4 50
Bulls 1 75 @ 3 50
Calves 2 50 @ 6 1

HOGS.

Heavy 5 35 @ 5 50
Packers 5 10 @ 5 30
Pigs and lights 4 75 @ 5 10

SHEEP.

Native lambs 4 00 @ 5 25
Native sheep 3 25 @ 3 50
Native ewes 3 — @ 3 30

CHICAGO.
CATTLE.

Beeves 5 25 @ 5 00
Cows and heifers 2 25 @ 5 —
Stockers and feeders 2 — @ 4 —
Texans 4 50 @ 5 50
Westerns 3 25 @ 4 50

HOGS.

Mixed and butchers 5 80 @ 6 10
Good to choice heavy 5 8 @ 6 10
Hough heavy 5 50 @ 5 8
Light 5 40 @ 5 6
Bulk of sales 5 80 @ 6 —

SHEEP.

Sheep 3 50 @ 4 25
Lambs 3 50 @ 6 —

FORT WORTH.
CATTLE.

Steers—top 3 35
—bulk 2 90 @ 3 25
Cows—top 2 00
—bulk 1 85 @ 2 25
Calves—top 4 —
—bulk 2 50 @ 3 75

HOGS.

Top 5 75 1/2
Bulk 5 40 @ 5 70

Grain Notes

A cable from Adelaide, Australia, said crop prospects have improved, and the weather is now favorable.

Private Argentina cables said that freezing temperatures continue, with some damage to wheat reported.

Australian shipments of wheat the past week were 728,000 bushels, against 508,000 bushels last week and none a year ago.

Saturday's clearances for export from the Atlantic and gulf ports were 10,100 packages of flour, 8,200 bushels of corn and 2,000 bushels of oats.

The past week's world's shipments of wheat and flour are estimated to amount to 10,400,000 bushels, or about 1,000,000 bushels smaller than last week.

Minneapolis receipts of wheat on Saturday were 657 cars; a week ago, 591 cars; a year ago, 353 cars. Duluth, 273 cars; a week ago, 208 cars; a year ago 196 cars.

Exports of corn from the United States the past week were 558,000 bushels; last week, 652,000 bushels; a year ago, 1,410,000 bushels; two years ago, 181,000 bushels; three years ago, 640,000 bushels.

USED A CLEAVER

A Cook in a Shawnee Restaurant Attacks Wynnewood's Marshal

SHAWNEE: Jim Smith, city marshal of Wynnewood, was struck on the head with a cleaver at the English kitchen, a big eating house on East Main street, and received injuries which will cause his death. Smith came here on business and, after transacting it, stopped at the English kitchen for a meal, on his way to the depot. With another officer, he sat near the rear of the restaurant, apparently in good shape, but arose from his seat when he heard a voice in the kitchen, at the rear, with the remark that he recognized the voice, and wanted to see the speaker. As he entered the kitchen the cook, Jack Jordan, faced him ordered him out, with an oath, and then threw a heavy cleaver at him. Smith was struck on the head. His skull was crushed above the left eye for a distance of four inches. The officer with Smith grabbed the assailant and turned him over to the police. Jordan is being held in jail, under heavy guard.

Smith was picked up and carried to a room, where the skull was raised off his brain, and his wound dressed, but it is thought that he cannot recover. Smith is a young man, quiet and unusually well behaved, and the only theory of the police is that he thought he recognized Jordan as a wanted man and the cook in a moment of rage threw the cleaver at him.

SHAWNEE: Marshal Jim Smith died from the effects of his injuries, and Jack Jordan, cook at the English Kitchen restaurant, has been placed in jail, without bond. The body of Jordan's victim was removed to Wynnewood, where burial was made. Jordan, it is understood, will make a plea of self-defense, declaring that the murdered man was attempting to "pull a gun" on him.

CRIME OF FOUR YEARS AGO

A Resident of Comanche County Arrested for Robbery in 1900

LAWTON: Deputy United States Marshal Henry Frey arrested Jack Thompson of near Sterling on the charges of assault and robbery, brought by grand jury indictment made by the United States grand jury of the southern district of the Indian Territory on May 22, 1900. He was arrested by authority of a fugitive warrant issued in the Indian Territory. He was brought before United States Commissioner Blanding and gave bond for appearance before the next term of the United States court in the Indian Territory.

The indictment against Thompson charges that he and another party at a point in the southern part of the Indian Territory assaulted a man named Hiram Thompson, brutally misused him and relieved him of \$40 in money. The men made their escape and have been at large ever since. Jack Thompson was recently located near Sterling, where he has been residing for several months.

DISREGARDED ORDERS

Missouri Pacific Passenger Train Ran Head-on Into a Freight

WARRENSBURG, MO.: Twenty-eight persons were killed and sixty or more injured by a collision on the Missouri Pacific two miles east of this place. The second section of the passenger train loaded with world's fair excursionists, ran into a heavily loaded freight train at a sharp turn in the cut, known as "Dead Man's Cut." Both trains were running about twenty-five miles an hour when they came together. Most of the dead and injured are Kansas people. The engineer of the freight train had been ordered to sidetrack for the passenger, but ran by the passing track.